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日廿月七年申庚

HONGKONG, THURSDAY, SEPTEMBER 12, 1920.

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8.00	8.30
9.30	11.00
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12.30 p.m.	2.30
2.30	5.00
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10.30	11.00
11.30	12.00 noon
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1.00 p.m.	5.30
5.30	6.00
6.00	6.30
6.30	8.10

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## KOWLOON-CANTON RAILWAY.

### TIME TABLE

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

#### DOWN TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through
Yau Tei	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00
Shau Kei	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05
Yau Tei	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10
Yau Tei	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15
Yau Tei	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20
Yau Tei	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25
Yau Tei	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30
Yau Tei	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35
Yau Tei	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40
Yau Tei	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45

#### UP TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through
Yau Tei	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00
Shau Kei	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05
Yau Tei	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10
Yau Tei	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15
Yau Tei	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20
Yau Tei	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25
Yau Tei	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30
Yau Tei	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35
Yau Tei	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40
Yau Tei	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45

\* Will stop at Yau Tei and Shau Kei for First-Class Passengers on Notice being given to the guard.

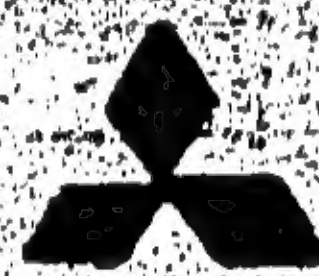
#### NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the fares mentioned in this table will connect with the trains shown.

#### SHA-TAU-KOK RAILWAY.

From	To	Time	From	To	Time
Fanning	dep.	8.50	12.00	2.30	5.00
Shau Kei	arr.	9.45	12.55	3.15	5.55
Fanning	dep.	7.05	10.20	1.05	5.00
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## HONGKONG TIDE TABLE

From September 2nd to 9th, 1920.

Date	Time	Height	Date	Time	Height
Thurs.	2.30	1.35	Thurs.	2.30	1.35
Fri.	3.15	1.45	Fri.	3.15	1.45
Satur.	4.00	1.55	Satur.	4.00	1.55
Sun.	4.45	2.05	Sun.	4.45	2.05
Mon.	5.30	2.15	Mon.	5.30	2.15
Tues.	6.15	2.25	Tues.	6.15	2.25
Wed.	7.00	2.35	Wed.	7.00	2.35

## THE ELUSIVE BACHELOR

INTERESTING CORRESPONDENCE IN SHANGHAI

A "Worried Parent" writes his grievances against the elusive bachelor in the correspondence columns of the "Daily Press." "I wonder," he writes, "if any other of your readers suffer from the same sort of nuisance as I do. I refer to the philandering of young men with girls of marriageable age. I have a daughter of 20 and in my opinion it is high time she had a definite understanding with one of the many young men who enjoy her company. Everyone sees them regularly about together, and yet when my friends hint that an engagement is about to occur I am not able to assure them it is so. I think that young men are very selfish to take a girl's time and company and then back out or rather fail to rise to the occasion. I have plainly shown the young man in question that I would welcome him as a son-in-law and have even gone the length of discussing our private affairs with him, but all to no avail. Rumor has it that my daughter is so many men that I am getting rather tired of trying to settle her definitely.

The foregoing letter has provoked a correspondence which will not perhaps be without interest in Hongkong.

## THE ELUSIVE BACHELOR

A "Seclusive Bachelor" replies:— "I have read with considerable amusement the pathetic letter from 'Worried Parent.' The main point of the letter is a complaint against a species of evasion bearing the name of 'elusive bachelor,' but what is the complaint? From what one can make out the fond parent has a daughter, 20 years of age, of whom he or she is anxious to get rid. To achieve this end she apparently allows her all the liberties of a much older lady, and to go out with all and every kind of boy. Under such conditions she will move with that type of youth who spends his day in thinking of the Carlton or other dancing resorts and scheming a way of meeting his already overwhelming debt balances. Of course, this type of man cannot think of marriage unless he does so when in a comatose, inebriated or mentally deranged condition. 'Worried Parent' after a few weeks, during which time his child and the youth have philandered round, then tries to hurry things on by putting the question to said inexperienced little fellow. Of course, he is now right and becomes 'elusive' what man would not at the idea of matrimony with such a history or with any other of the present day femininity known under the appellation of 'Eastern Girl.'

To me, it is amazing the amount of liberty the present young girl is allowed. She mixes with any number of men and dresses herself in transparencies called clothing which can be regarded as anything but modest. It is to be wondered at that such young ladies and themselves regarded by their youthful and elusive admirers as good dancing partners rather than prospective 'life partners.' The fault of course lies with the worried parents, who have themselves to thank for their own actions.

One can see the same young girl of 18 summers with a different man or men almost every evening at different resorts and quite as much at home as any lady possessing, even if not admitting, many more years of life. There are in this town many serious, sound, manly, sensible men who can and would marry but whom, for Heaven's sake, to? They have the choice of dragging the lady of their selection from a crowd of superficial, preposterous, twaddly youngsters, or for the sake of the attraction, staying in to grin and bear them. I contend no real man can do either.

Some of them, and in doing so show their good sense, wait until they go home on leave and find a quiet lady in England, one who possesses conversation, accomplishments, home training and breeding, which he will have difficulty in finding here.

The letter of 'Worried Parent,' to my mind is so absolutely fatuous that at first one would think it had been put in as a joke. However, the above remarks may serve some good by putting in an eligible bachelor of this age before both parents and girls, and on the other hand cannot possibly do harm.

## THE DISILLUSIONED BACHELOR

Another of the bachelor species—'Disillusioned'—writes:— "Worried Parent's" letter is not a little surprising in that it is needed, but a few more lines to constitute a qualification of the local bachelor. The parent's standpoint only is given, but it would be interesting to learn something of the young lady's feelings in the matter. Is she keen on marrying the 'elusive' one, or is the good time she must undoubtedly be having (in many local ladies like a good time) as the hands of apparently numerous young men too good to be forfeited.

Having in mind the many local cases of broken engagements in each of which the bachelor was the victim, one cannot wonder at young men becoming (not elusive) but perhaps a little more philosophical in the matter of marriage. Cases are on record of local spinsters engaging themselves to local bachelors for periods of from 12 to 24 months for reasons which have proved to be, in the main, economic. One or two cases in particular of spinsters wearing engagement rings for lengthy periods and only revealing their true characters by breaking faith with their lovers at the eleventh hour should cause all honorable local bachelors definitely to ascertain (if that be possible) the lady's intentions, i.e., whether it is she who will prove the 'elusive' before placing a valuable ring upon her one finger.

## THE PROSPECTIVE BACHELOR

Then there is 'The Prospective Bachelor' who writes:—

I have only just come back from two trips and after six years of pretty strenuous work I, like many others, do not propose to settle down still I have had a holiday. 'Worried Parent' forgets that

(Continued at foot of next column)

## COAL IN KHABAROVSK DISTRICT

IMMENSE DEPOSITS UNCOVERED

Vladivostok, August 11th.—The paper *Foia* states the peasants of the Khabarovsk Volost in the Khabarovsk district have addressed the Government through their representatives M. G. T. Jackov, urging the dispatch of an engineering expert to investigate the locality, as some immense beds of coal are to be found there. An extensive seam of coal is lying quite near the surface and in some places is exposed. This coal field is situated within five years of the station Rongavotvka in the Lermontovsky Volost.

The peasants of the district are urging the Government to exploit these natural resources and to start operations as soon as possible. The extension of the railway line will not require a big expenditure and for the shafts local timber may be used. If the Government delays too long in taking the necessary steps, the peasants threaten to turn the district over to the enterprise of private concerns.

## RESTRICTION ON CITY GARDENS

PUBLIC TO SHARE IN PRIVATE OWNED TRACTS

It is very probable, according to the *Tanato*, that owners of large gardens inside the city limits of Tokyo will have to pay a heavy garden tax for areas beyond the official limits for private ownership. This has not been made into a regulation yet but the question is being considered by the Judicial System Investigation Committee.

The members of the committee believe that it is highly undesirable that some of the wealthy men of the city should hold, as they do now, large plots of ground for private gardens where so many people are suffering from the lack of houses. They think that from the standpoint of policy it is advisable that these tracts of land be either thrown open to the public for pleasure grounds, or placed under certain restrictions.

## YAP ISLAND CABLE

MEETING AT WASHINGTON TO DISCUSS QUESTION

Dr. Wellington Koo, Chinese Minister to Washington, has cabled to the Peking Government that the question of the control of the cables between Yap Island and Shanghai, which, before the war, belonged to Germany, will be settled at a conference to be held at Washington on September 15th, between representatives of America, Great Britain, France, Italy and Japan.

Dr. Koo urges the Peking Government to join in the conference and to strive to have the cable internationalized, since it has an important bearing on the communications and commerce of China.

## CHINA'S DICTATORS

AN EXTRAORDINARY REPORT

The *Sinchen-pao* (Shanghai) publishes an interesting telegram which has been received from Peking to the effect that the President and the Premier have entered into an agreement with General Tiao Kun and Chang Tso-lin on the following terms:—

1.—All big problems in governmental affairs shall be subject to the consultation and approval of the two Generals.  
2.—Tiao and Chang shall be empowered to appoint or dismiss any official in Manchuria, Chihli, Shantung, and Honan without first receiving the consent or approval of the Central Government.  
3.—Tiao and Chang shall support Hsu Shi-chang (the President), Chao Yun-peng (the Premier) and the Cabinet called by Chin.  
4.—Tiao and Chang shall have the right to warn or punish any official or military leader who shall oppose or act contrary to the wishes of the Central Government.  
5.—Tiao and Chang shall be allowed to live and shall not be punished.

## PEASANTS ATTACK MILITARY EMBANKMENT

A mob of 800 peasants with farming implements in their hands and rice in their lunch boxes attacked the embankment that formed a swimming place for the use of local troops of the Mishima heavy artillery brigade recently, according to a report in the *Tokyo Nichi Nichi*. The peasants worked with a will and by noon they had destroyed 900 cubic feet of the embankment with a millberry field that belonged to the River Preservation Committee.

They then ran down and ate their lunch after which they returned to their homes. The reason for this action on their part was caused by the embankment during the recent heavy rains. When the water of the Kano River rose, it was deflected into their fields by this bank which served no better purpose than forming a swimming-hole for the soldiers.

The River Preservation Committee had a ready petitioned the prefectural authority to remove this obstacle to the right of the peasants to use the river. The prefectural governor of Tagata by a representative from each of the villages of Niryama, Kasami and Nakago.

There has been a war on and he is now doing his bit by continuing to provide for his daughter who will no doubt make the announcement he is so anxious to hear as his own appointed time. Hang it all. Six, the poor girl he's so anxious to get rid of is only 20.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"EURYPYLUS"  
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after September 1st.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.  
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Sept. 7th, will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before Sept. 21st, or they will not be recognized.  
No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE  
Agents.  
Hongkong, August 31st, 1920. [1414]

## NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"DILWARA"  
Arrived Hongkong on Aug. 31st, 1920.  
From BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
This vessel brings on Cargo—  
From Persian Gulf ex. s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.  
Goods not cleared within 8 days, including date of arrival, will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Tuesdays.  
All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Sept. 6th, will be subject to rent.  
MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, August 31st, 1920. [1410]

## NOTICE TO CONSIGNEES

S.S. "LAKE HILLING" VOY 3-HOME

FROM CALCUTTA, via PENANG, SINGAPORE AND SAIGON.

THE above-mentioned vessel, having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignee's risk.  
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.  
All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on Sept. 6th, at 10 a.m.  
All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 7th, will be subject to rent.  
No Fire Insurance whatever will be effected.  
Consignees are requested to send in their Bills of Lading for countersignature immediately.  
PACIFIC MAIL STEAMSHIP CO.,  
As Operators, U.S. SHIPPING BOARD.  
Hongkong, August 30th, 1920. [1404]

## STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SEATTLE.

## THE STEAMSHIP

"DEUEL"  
Having arrived from Seattle via ports on August 30th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.  
Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.  
All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined on Sept. 10 a.m. on September 6th, 1920, by the Company's Surveyors, Messrs. GODDARD & DOUGLAS.  
All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after September 8th, 1920, will be subject to rent.  
Consignees are requested to send in their Bills of Lading for countersignature immediately.  
STRUTHERS & DIXON, INC.  
Agents.  
1st Floor, Fowell's Building,  
15, Des Vœux Road, Central,  
Hongkong, August 30th, 1920. [1364]

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

From UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motor Vessel

"GLENARY"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.  
Goods not cleared by the 3rd Sept. 1920, will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. GODDARD & DOUGLAS, on 3rd Sept. 1920, at 10 a.m. Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, August 27th, 1920. [1395]

## NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS

From ANTWERP, MIDDLESBRO, LONDON & STRAITS.

The Steamship "BENLEI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 9th Sept., or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 10 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.  
Hongkong, August 27th, 1920. [1387]

## AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES

FROM NEW YORK

THE Steamship

"KANBAS"  
having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Sept. 6th, will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before Sept. 14th, or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on Sept. 8th, at 10 a.m. by the Company's Surveyors, Messrs. GODDARD & DOUGLAS.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.  
Hongkong, August 30th, 1920. [1403]

## NOTICE TO CONSIGNEES

The Steamship "HUNGARIA"

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before Aug. 30th.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Aug. 6th, will be subject to rent.  
All claims against the steamer must be presented to the Underwriter on or before Sept. 18th, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Sept. 6th, at 10 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.  
Hongkong, August 30th, 1920. [1402]

## JUST ARRIVED

A CONSIGNMENT OF

MESSRS. SHANKS & CO., LTD.

SHIPS CLOSET

BALTIC

PACIFIC

MEDITERRANEAN

ABOVE AND BELOW WATER

LINE

J. E. WARREN & Co., Ltd.

30 & 32, Des Vœux Road, Central,  
Established 1860.



## VESSELS ADVERTISED AS LOADING

UNITED STATES	SALES TAX	FOR FREIGHT
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NAME	RESIDENCE	FOR PRESENT	APPLY TO	TO BE DELEGATED
Birmingham City	Brit.	The Bank Line, Ltd.	...	On 10th inst.
Exmouth Castle	Brit.	Dodwell & Co., Ltd.	...	About 10th inst.
Honolulu	Brit.	Oaks Shewan, Ltd.	...	On 9th inst.
Celtic Prince	Jap.	Shewan, Tomes & Co.	...	Early Oct.
General Church	Brit.	The Bank Line, Limited	...	On 10th Nov.
West Turkia	Brit.			

No. 1	Shinyo Maru	Jap.	Facine Mail S.S. Co.	On 3rd inst.
No. 2	Persia Maru	Jap.	Toyō Kisen Kaisha	On 26th inst.
No. 3	China	Jap.	Toyō Kisen Kaisha	On 27th inst.
No. 4	Nanking	Am.	China Mail S.S. Co., Ltd.	On 24th inst.
No. 5	Delight	Am.	China Mail S.S. Co., Ltd.	On 24th inst.
No. 6	Fushimi Maru	Jap.	Frank Waterhouse & Co.	On 21st inst.
No. 7	Express of Japan	Brit.	Nippon Yusen Kaisha	About 12th inst.
No. 8	Contancia	Brit.	Canadian Pacific O. S. Ltd.	On 11th inst., at 11 a.m.
No. 9	Methven	Brit.	Canadian Pacific O. S. Ltd.	On 14th inst.
No. 10	Talhybinn	Brit.	Canadian Pacific O. S. Ltd.	On 25th Oct.
No. 11	Arabia Maru	Jap.	Butterfield & Swire	On 21st inst., at Noon.
No. 12	Andre Lebou	Frenc.	Osaka Shosen Kaisha	On 2nd inst.
No. 13	Jeyports	Brit.	Messageries Maritimes	On 27th inst.
No. 14	Eurypylus	Brit.	P. & O. E. L. S.	About 12th inst.
No. 15	Tokitori Maru	Jap.	Butterfield & Swire	About 15th inst.
No. 16	Rheuss	Brit.	Nippon Yusen Kaisha	On 15th inst.
No. 17	Relap	Brit.	Butterfield & Swire	On 25th inst.
No. 18	Glenside	Brit.	Butterfield & Swire	On 4th inst.
No. 19	Glenside	Brit.	Butterfield & Swire	On 14th inst.
No. 20	Kemman	Jap.	Jardine, Matheson & Co., Ltd.	About 24th inst.
No. 21	Alba Maru	Jap.	Butterfield & Swire	On 12th Oct.

McC.	Kaga Maru	Uap.	Nippon Yusen Kaisha	On 7th inst.
McC.	Archilles	Erit.	Nippon Yusen Kaisha	On 16th inst., at Noon.
McC.	Kanasa	Erit.	Butterfield & Swire	On 9th inst.
McC.	Tenness	Erit.	The Bank Line, Ltd.	On 10th inst.
McC.	Joba	Erit.	Butterfield & Swire	On 19th inst.
McC.	Indiana Maru	Erit.	Butterfield & Swire	Beginning of Sept.
McC.	Dilwara	Jap.	Osaka Shosen Kaisha	On 4th inst.
McC.	Taiwan Maru	Erit.	P. & O. E. L. & A. L.	About 15th inst.
McC.	Footling	Erit.	Nippon Yusen Kaisha	On 16th inst.
McC.	Namsang	Erit.	Martine, Matheson & Co., Ltd.	On 2nd inst., at D. Light.
McC.	Innsbruck	Erit.	Jardine, Matheson & Co., Ltd.	On 9th inst., at 3 P. M.
McC.	Van Waerwyck	Dut.	De Vrold & Co., Ltd.	About 16th inst.
McC.	Hinsang	Uap.	Java, China-Japan-Line	On 23d inst.
McC.	Bombay Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 9th inst., at Noon.
McC.	Japan	Jap.	Nippon Yusen Kaisha	On 4th inst.
McC.	Vinita	Jap.	P. & O. E. L. & A. L.	About 7th inst.
McC.	Hwah Ping	Am.	Los Angeles Pacific Nav. Co.	About 16th inst.
McC.	Togo Maru	Jap.	The China & Australasia S. S. Co.	On 16th inst.
McC.	Canzawa	Jap.	Nippon Yusen Kaisha	On 22nd inst., at 11 A. M.
McC.	Clinghwa	Erit.	P. & O. E. L. & A. L.	About 25th inst.
McC.	Kunajiri Maru	Jap.	Butterfield & Swire	On 27th inst.
McC.	Chicago Maru	Jap.	Osaka Shosen Kaisha	On 28th inst.
McC.		Jap.	Osaka Shosen Kaisha	On 29th inst.

Pookang	Brin	Jardine, Matheson & Co., Ltd.	On 3rd inst., at 5 P.M.
Tyimaonek	Dut	Java-China-Japan Lijn	Abord 18th inst.
Ganges Maru	Jap.	Osaka Shosen Kaisha	On 3rd inst.
Benaragang Maru	Brin.	Dowdell & Co., Ltd.	Abord 5th inst.
Witiko Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at 11 A.M.
Witiko Maru	Brin.	Butterfield & Swire	On 4th inst., at 4 P.M.
Sinkiang	Brit.	Butterfield & Swire	On 2nd inst., at Noon.
Tasder	Edis	F. & O. R. L. & A. L.	On 3rd inst., at 11 P.M.
Chowin			

Remarques Mars	Brit.	Doddwell & Co. Ltd.	On 2nd inst.
Nikko Maru	Jap.	Nippon Yusen Kaisha	About 5th inst.
Kueichow	Brit.	Butterfield & Swire	On 10th inst. at 11 A.M.
Sinkiang	Brit.	Butterfield & Swire	On 4th inst., at 4 P.M.
Yankee	Brit.	F. & O. B. L. & A. L.	On 2nd inst., at D'Light.
Choychow	Brit.	Jardine, Matheson & Co. Ltd.	On 2nd inst., at D'Light.
Yingchow	Brit.	Nippon Yusen Kaisha	On 4th inst. at 4 P.M.
Armand Behie	Frns	Jardine & Swire	About 5th inst.
Mistima Maru	Jap.	Nippon Yusen Kaisha	On 2nd inst., at 11 A.M.
Sunning	Brit.	Butterfield & Swire	On 5th inst., at Noon.
Tibodas	Jap.	Yama-China-Japan Line	About 14th inst.
Africa	Brit.	Doddwell & Co. Ltd.	On 6th Oct.
Szechuen	Brit.	Butterfield & Swire	On 7th inst., at 10 A.M.
Halong	Brit.	Douglas Leprieux & Co.	On 2nd inst., at 2 P.M.
Chusan	Brit.	Butterfield & Swire	On 7th inst., at Noon.
Halong	Brit.	Butterfield & Swire	

**CANADIAN PACIFIC OCEAN SERVICES LTD.**

**FOR VICTORIA AND VANCOUVER, B.C.  
VIA SHANGHAI, NAGASAKI,**

**KOBE & YOKOHAMA.**  
**S.S. "METHVEN"**

WILL BE DESPATCHED FROM HONGKONG ON  
THE 3RD SEPTEMBER, at Noon.  
Through Bills of Lading Issued to  
Canadian and U.S. Overland points.

P. A. COX,  
Acting General Agent,  
C.P.O.S. Ltd.

# WATERHOUSE LINE.

**TRANS-PACIFIC FREIGHT SERVICE**  
Operating the following U.S. Shipping Board Steamers  
For  
**SEATTLE-TACOMA-VICTORIA-VANCOUVER**

via Kobe and Yokohama,  
"DELIGHT"

**"EASTERN MARINER"**      25th September.  
 Further sailings to be announced later. Through Bills of Lading issued to all  
 Overland Common points in U.S. and Canada.  
 For rates and further particulars apply to—  
**FRANK WATERHOUSE & COMPANY,**  
 145 Fleet Street, London, E.C. 4, England. Telephone 2507.

**FOR BOSTON & OR NEW YORK**  
**PRINCE LINE FAR EAST SERVICE.**  
**For NEW YORK**

"ORLITO PRINCE" ... via PANAMA CANAL ... Early October,  
Steamers proceed via Suez Canal or Panama Canal at Owners option

For freight and further particulars, apply to—  
**SHEWAN TOMES & CO.**

Agents. 11111

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## DODWELL &amp; COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK &amp; BOSTON

via Suez Canal.

S.S. "EGREMONT CASTLE" ... on or about 10th Sept.

LLOYD TRIESTINO

For SHANGHAI

S.S. "AFRICA" ... sailing about 8th October.

For BRINDISI, VENICE &amp; TRIESTE.

Taking Cargo on Through Bills of Lading for LEVANT, BLACK SEA &amp; DANUBE PORTS.

via SINGAPORE, PENANG &amp; COLOMBO

S.S. "INNSBRUCK" ... on or about 5th September.

S.S. "HUNGARIA" ... on or about 3rd October.

S.S. "AFRICA" ... sailing about 7th November.

Passenger's Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG &amp; JAVA.

For JAPAN

S.S. "SAMARANG MARU" ... sailing on or about 5th Sept.

S.S. "RIJUN MARU" ... sailing on or about 14th Sept.

For JAVA

S.S. "BORNEO MARU" ... sailing on or about 18th Sept.

S.S. "SAMARANG MARU" ... sailing on or about 10th Oct.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on Through Bills of Lading for SOUTH AFRICAN PORTS

with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFAPAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD.

Agents

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N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Manila, Keelung, Shanghai &amp; Japan ports.

Cargo to Overseas Points U.S. in connection with Great Northern Northern Pacific

and Chicago, Milwaukee &amp; St. Paul Railways.

FUSHIMI MARU (omitting Manila) ... Saturday, 11th Sept., at 11 a.m.

KATORI MARU ... Thursday, 20th Sept., at 11 a.m.

TAJIMA MARU ... Friday, 25th Oct., at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

KAGA MARU ... Thursday, 8th Sept., at Noon.

YOKOHAMA MARU ... Friday, 17th Sept., at Noon.

TAMBA MARU ... Friday, 1st Oct., at Noon.

HAMBURG, LONDON &amp; ANTIWERP via Singapore, Colombo

Suez and Port Said.

LIVERPOOL &amp; MARSEILLES via Singapore, Colombo, Suez

Port Said.

TOTTORI MARU ... Tuesday, 23rd Sept.

MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville &amp; Brisbane.

TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.

NIKKO MARU ... Wednesday, 23rd Oct., at 11 a.m.

NEW YORK via Suez Canal.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta

Durban &amp; Cape Town.

BOMBAY &amp; COLOMBO via Singapore.

TAIYU MARU ... Thursday, 18th September.

YETOROFU MARU ... End of September.

CALCUTTA &amp; BANGCOON via Singapore &amp; Penang.

BOMBAY MARU ... Saturday, 4th September.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

NIKKO MARU ... Saturday, 18th Sept., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

MISHIMA MARU ... Thursday, 8th Sept., at 11 a.m.

DAKAR MARU ... Friday, 10th September.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293.

S. YASUDA, Manager.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

M.S. "AUSTRALIEN"

will be loading about the Middle of September for Copenhagen

taking cargo on through Bills of Lading to Scandinavian and Baltic

destinations at Conference Rates.

For space and particulars please apply to—

THORESEN &amp; CO.

AGENTS

## IN MOSCOW.

EXPERIENCES OF JAPANESE JOURNALIST.

"Moscow a city of communism," is the description given in the second of the series of articles by Mr. Katsufi Fuse, the Osaka Mainichi and the Tokyo Nichi Nichi correspondent, in "Returning From Soviet Russia." Mr. Fuse was surprised to see that the city he had known two years ago no longer existed, a changed Moscow surprising him. As he alighted at the railway station and travelled in a carriage through the streets of the city to the foreign office, he thought of the prosperity of the Moscow he had known before. "But now practically all the stores along the streets of the city are evacuated, the doors of some of them being nailed down, or boarded over. No only the decorations in the windows of the stores, but even the sign boards are removed, and the commercial prosperity has apparently gone altogether."

Only here and there Mr. Fuse noticed official shops of the Soviet Government or little trinket shops open to do business, and he was struck with a strange feeling, as he compared the city as it is with the city as it had been two years ago. He explains that Russia is changed into a country of communism, where no private property right is recognized. "There is now no such thing as 'these are yours' and 'these are mine.' It has come to 'these are all ours.' The Soviet Russia, as soon as she established herself everywhere in this country, first put the Government seals on everything in sight."

"PAPER WORTHLESS AS RAG."

Here Mr. Fuse goes into a detailed explanation of what the relations of production and distribution are, as understood by the Bolsheviks. As soon as the Soviet Government seized all properties, they employed highly paid specialists to make up lists of articles, according to which the Government planned to distribute goods. But the difficulty of the Soviet Government was that the legions bequeathed by the ex-Tsar and Kerensky were bankrupt because of the war and the revolution. At the same time, imports from foreign countries stopped and the production at home considerably decreased. The stock of goods existing had to suffice them. But the demands increased owing to the rise of lower classes of people. Even the peasants felt as if they were landowners instead of tenants, and they became "narkoms."

They would not part with their farm products for paper rubles which they regarded as worthless as rags. The Soviet Government found it impossible to commandeer farm products by force. So the Government changed its tactics and turned the greater part of goods seized in the cities to the peasants to exchange for farm products. The small portion left in cities was disposed of in exchange for labour tickets.

PRIVILEGES TO NEWLY MARRIED.

Mr. Fuse then explains what the labour tickets are. Even these tickets are no good unless certified that the holder actually worked for them. No amount of rubles in their possession would aid in getting daily necessities. "The ticket can get the specified amount of goods needed, but before they can actually obtain the goods they have to wait one month in many instances. Only newly married couples have special privileges of their own. A married couple can obtain 40 arshins (a measurement in Russia, apparently of cloth) from a Government shop. This is an exceptional privilege. Amidst all these exceptions and confusions, the Soviet Russia distributes goods rather equitably. In other words, everything manufactured is given to the Government and every citizen is to give each citizen what he needs. No profiteering is permitted, except when the Government is not watching. Mr. Fuse illustrates, by citing a few cases in some of the streets, for instance, the Svalovska market. A married couple would obtain 40 arshins of cloth for the Government price, and then would sell the goods at a prohibitive price. Then a narkom couple would appear to purchase the articles. It is only to throw your money away to bargain in that market."

MOST IMPORTANT GOLDEN RULE.

In front of the statue of General Skoberdin, the great Russian general of historical fame, a new memorial stone erected, with an inscription, saying: "He who does not work shall not eat." This is the most important of the golden rules of Lenin's teachings. It reminded Mr. Fuse of the teachings of the ancient sages. But Lenin was not satisfied with merely preaching. He wanted his teachings practiced. He would not stop short of seeing the golden rule strictly observed. It is not only that "Any person who does not work shall not eat," but it is that he shall not be clothed nor his head covered, nor his feet shod. Unless one has the labour note book there is no possibility of getting what is needed. Rubles are of no avail. Even if one had the labour note book, it is necessary to wait, and then only one per cent. of what you need is issued at once. Mr. Fuse doubts the practicability of the Soviet system, as seen from the results.

DEATH IN THE SHAVING BRUSH.

A Bangalore report says: In connection with a death from anthrax that occurred in Coonoor, investigations conducted by the Deputy Sanitary Commissioner, Southern Range, Madras, showed that the deceased, Mr. Donison, a general merchant of Coonoor, contracted the disease and died of it, owing to using one of a lot of shaving brushes, supposed to be of Japanese manufacture, which he had purchased from London and imported into India. A number of brushes (48) forming part of this particular consignment were traced to the Kolar Gold Fields. The brushes were taken possession of by the health department and a bacteriological examination revealed anthrax bacilli.



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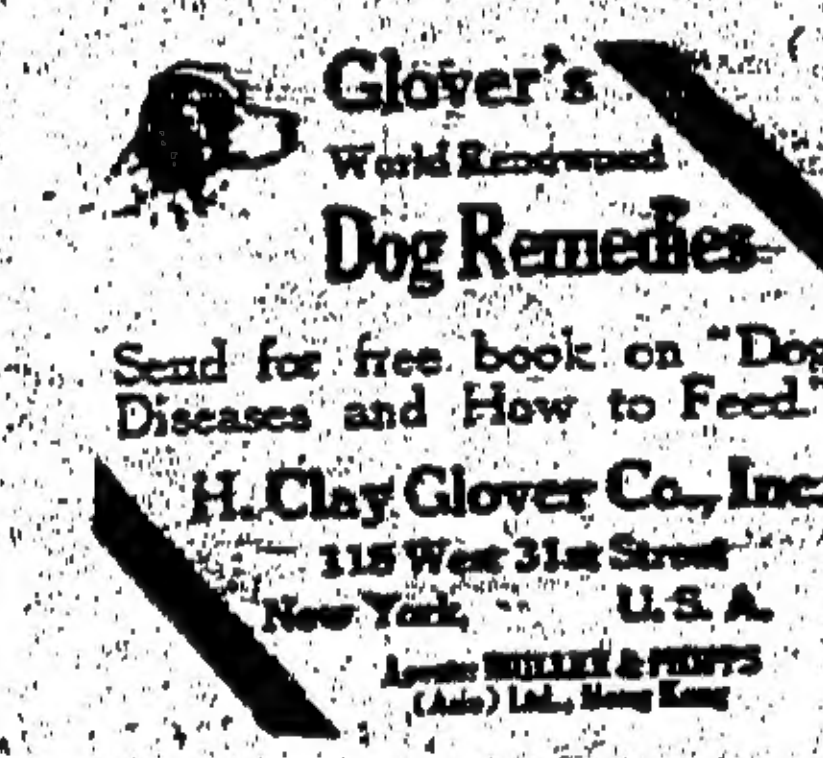
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 YOKOHAMA & KOBE ... "FOOKSANG" ... Fri. 3rd Sept. 5 p.m.  
 SHANGHAI ... "KSANG" ... Wed. 8th Sept. 8 p.m.  
 SANDAKAN ... "HINSANG" ... Thurs. 8th Sept. Noon  
 STRAITS & CALCUTTA ... "NAMSANG" ... Thurs. 8th Sept. 3 p.m.

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will be despatched on or about Sept. 9th, at 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

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"PEMBROKESHIRE"	10th Sept.	
"GLENIFFER"	12th Oct.	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M/V "GLENARIFFE"	about 24th Sept.	GENOA, LONDON & ROTTERDAM
"DARNARVONSHIRE"	10th Oct.	GENOA & LONDON
"PEMBROKESHIRE"	17th Oct.	GENOA & LONDON

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And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each  
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KAWASAKI KISEN KAISHA,

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Draw the cork and  
shake the Five Stars  
Whisky. The quality  
is sure. You cannot  
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is sure. You cannot  
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## Your good taste tells you to get Haig & Haig Whisky

THE famous "Five Stars" brand is appreciated by discerning users of stimulants all over the world. Wherever people of good taste meet and have fellowship, in all good Clubs and cultured homes, it is welcomed and esteemed because of its exquisite delicacy of flavour. No other whisky is of the same superior quality.

Give Haig & Haig Five Stars Scotch Whisky a place in your home, and enjoy the satisfaction of knowing that the stimulant you use and offer to your friends reflects favourably upon your good judgment.

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is required can  
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MILK, WHEAT, SUGAR  
IN POWDERED FORM.

YOU ONLY ADD WATER AND  
BOIL FOR A FEW MINUTES.

ALL THE GOOD OF THE MILK  
HAS BEEN KEPT IN, AND  
THE GERM DANGERS  
OF RAW MILK KEPT OUT.



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FOOD**

Made by the best European methods.

ASK WATSON'S!

## Take this Power in your hand

Pick up any Bovril bottle from  
the store counter, and let it rest  
on the palm of your hand. Then  
picture to yourself another bottle  
ten to twenty times as big.

That larger bottle would correspond  
to the proven Body-building Power  
of the Bovril actually in your hand.

**BOVRIL**

## WHY WE LOSE AT TENNIS ARE THE PUBLIC SCHOOLS TO BLAME

Mr. H. B. Marshall-Wood writes in the  
Daily Express:  
These islands, as the Daily Express has  
well said, are the source and fount of all  
sports.

It is difficult to think of a game which  
did not have its origin here. There is  
Polo, a Basque game of which I know  
nothing, but my memory will not recall  
another.

Polo was invented in India, but was  
"produced" by this country. As far back  
as one can look the home of games is  
Britain. Bowls is probably the oldest  
sport, and then there is golf. Wait!  
Where did tennis in its original form come  
from? Yes, from France.

Perhaps, but cricket, football, and the  
all-conquering lawn tennis all had their  
country. Even baseball, the national  
game of America, started here as "round-  
ers." We may lose Olympic Games, we  
may be beaten in yacht races, or even in  
golf, but nothing can rob us of our claim  
to be the home of sport.

We must take what consolation we can  
in this fact when fortune is against us.  
But why was the dear old country so  
badly beaten recently in the lawn tennis  
championships?

It has been so over and over again, and  
will continue to be, as long as the present  
policy exists in our public schools. We  
have to depend on the veterans to uphold  
our honour.

### OUT-OF-DATE TRADITION.

At public schools tennis is discouraged.  
Boys are compelled to play cricket and  
football, but the younger who plays tennis  
(if he gets the opportunity) is looked upon  
as a blackguard.

There have been attempts to reform  
this. There have been attempts to reform  
the curriculum, which is over a century old,  
but the headmaster object.

Is there any reason why tennis should  
be excluded from the recognised public  
school sports? I played cricket and Rugby  
in my school days. I also played tennis,  
which was only becoming known in those  
days. I was sure my devotion to one game  
was no more than another. I can under-  
stand the schoolmaster deprecating golf,  
which, after all, is a selfish rather than a  
team game. But there is no sport which  
suits young muscle and young frames  
and young spirits like lawn tennis.  
There are "Blows" for all kinds of things,  
but never for the dearest tennis. It is a  
shameful game to be played on the sly with  
one's sisters or some one else's sister.

Why this stigma? Will any one take the  
part of Guy Fawkes and blow up the public  
school tradition. If that happened we  
might have a chance of winning the cham-  
pionship at Wimbledon.

## MYSTERY OF THE EPIDEMIC. MISSING FACTS ABOUT INFLUENZA GERM.

The English Registrar-General has  
issued a report on the mortality from in-  
fluenza during the great epidemic of 1918-  
19. This document, while confirming in  
every respect the general view that the  
visitation has scarcely a parallel in the  
annals of catastrophe, throws but little  
new light on the question of the origin of  
epidemic disease. The evidence indeed is  
conclusive on one point only: there was a  
sudden and complete change in the  
science of influenza during the summer  
of 1918. Before this period influenza had  
claimed annually a relatively small pro-  
portion of deaths under the age of thirty-  
five and a relatively large proportion over  
fifty-five. When the epidemic began the  
relationship was reversed. The deaths  
under thirty-five reached overwhelming  
proportions, those over fifty-five fell to  
insignificant numbers. No explanation of  
this phenomenon has as yet been offered,  
except the obvious one that a sudden change  
must have taken place in the infecting  
organism. It is true there are some who  
believe that a new organism was the cause  
of the outbreak, but that opinion has not  
been substantiated, and the clinical evi-  
dence is not favourable to it. "All the  
weight of medical testimony," says the  
report, "goes to show that the influenza  
of 1918 was essentially the same as that  
of former years." But if the terms of  
disease are capable of these sudden acce-  
lerations of virulence, then so far as can  
be seen, any of our common infections may  
suddenly assume the character of a plague.  
This is of course a new idea, what is  
known as periodicity having been remark-  
ed in connection with many zymotic  
diseases. Where our knowledge is lacking  
is in respect to the causes producing these  
unusually virulent types of bacteria, or,  
conversely, for this possibility cannot be  
dismissed offhand, the circumstances deter-  
mining a lowered resistance on the part of  
the human victims. Efforts have been  
made, in the latter connection, to blame  
the stress and strain of war, which no  
doubt affected the younger elements of the  
population to an exceptional degree. This  
view, however, does not explain the fact  
that neutral countries suffered as severely  
as belligerent. The importance of fur-  
ther study in this direction is sufficiently  
obvious, for until the fundamental causes  
of these outbreaks are known efforts to  
control them will be largely unavailing.  
The Times.

The former Russian Minister and Cade-  
leader, M. Gutchikov, defends himself in a  
letter to the Press against the indictment  
published in the German and foreign news-  
papers regarding his being associated with  
German reactionaries in the organisation  
of military formations in East Prussia  
against Soviet Russia, and for the overthrow  
of the Republic in Germany.

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which comes from Egypt and

no better brand than the

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## CABLES.

## LATEST CABLES.

(THROUGH RUTTER'S AGENCY.)

## CHARGE AGAINST SHIPPING COMPANIES.

## FEDERAL GRAND JURY'S INDICTMENT.

New York, August 31st.  
The Federal Grand Jury has indicted forty steamship companies, including the International Mercantile Marine, the Atlantic Transport, the French Transatlantic, the Elder, the French Transatlantic, and the Elder, on charges of conspiracy and restraint of trade.

The parties indicted include practically all the big transatlantic lines.

The indictment charges the defendants with having, since January 1st, 1917, continuously violated the Sherman Law by restricting inter-State trade and foreign commerce in grain, oil, lumber, coal and other commodities.

## PAPER SHORTAGE.

## WAIL FROM NEW YORK.

New York, August 31st.  
Despite the importation of small quantities of German and Scandinavian paper, the shortage of newspaper is still acute and renders the continuation of strict conservation necessary.

Various reasons are assigned for the manufacturers offering less paper in 1920 than they did in 1919. It is announced that the completion of several new mills, which were designed to be in operation soon, has been delayed.

## THE DUKE OF CONNAUGHT.

## TO GO TO INDIA IN THE "MALAYA".

London, August 31st.  
The Times says the Duke of Connaught to India. He has been chosen for this duty to give the people of the Malay States an opportunity to see the ship which they presented to the Navy.

It should be noted that there is no question of a visit of the Duke of Connaught to the Malay States.

## AMERICAN MINERS.

## LARGE INCREASES SANCTIONED.

New York, August 31st.  
President Wilson has approved the report of the Anthracite Coal Commission proposing an increase of wages in the contract of the miners of 20 per cent. and in the case of those of other miners proportionately. The whole is equivalent to a total increase of \$35,000,000 yearly. The award is retrospective from April 1st last.

## PRICE OF RICE.

## BROKER'S FORECAST OF REDUCTION.

London, August 31st.  
Rice was re-controlled yesterday. A leading rice broker forecasts a reduction in price in consequence of reductions in export prices made by the Burma Commission.

## PILGRIM CELEBRATIONS.

## SIR AUCKLAND GEDDES' DEPUTY.

## PROVINCETOWN (MASSACHUSETTS).

August 31st.  
Captain Blake, Naval Attache, has arrived here to represent Sir Auckland Geddes, the British Ambassador, at the Pilgrim Fathers' celebrations.

Captain Blake, in a speech, recalled the satisfaction with which British naval men greeted the arrival of American warships in the North Sea during the war.

## AMERICAN CRUISER FOR ROTTERDAM.

The Hague, August 31st.  
The American cruiser *Franklin* has been ordered to proceed to Rotterdam in connection with the Pilgrim Fathers' Commemorations.

## GOVERNOR COX IN NEW YORK.

## ENORMOUS CROWDS AT GRAND CENTRAL.

## NEW YORK, August 31st.

The Grand Central station was crowded today in connection with the visit of Governor Cox, both parties recognizing the political importance of the impression he makes on New York's six million inhabitants.

## THE POLISH SITUATION.

## AMERICAN CRUISER TO GO TO DANTZIG.

## WASHINGTON, August 31st.

The American cruiser *Pittsburgh* has been ordered to Dantzig from Royal for the protection of Americans.

## POPE PLEADS FOR PEACE WITH POLES.

## ROME, August 31st.

The *Idea Nazionale* understands that His Holiness the Pope is urging the Poles not to cross the frontiers, and display a conciliatory spirit in the peace negotiations.

## GENERAL WRANGEL'S POSITION.

## FORCES SAID TO HAVE BEEN ANNIHILATED.

## LONDON, August 31st.

The Russian Delegation in London publishes a telegram from Moscow announcing that General Wrangel's landing forces the Kuban Legion have been annihilated, and that General Wrangel now holds only the Crimea.

## THE PRINCE OF WALES.

## ARRIVAL AT HONOLULU.

## HONOLULU, August 31st.

H.R.H. the Prince of Wales has arrived here.

## NORWAY, SWEDEN AND DENMARK.

## DISCUSS INTERNATIONAL SITUATION.

## COPENHAGEN, August 31st.

The Prime Ministers and Foreign Ministers of Norway, Denmark and Sweden conferred for three days, and exchanged views on the international situation and foreign political questions of common interest. The conference decided that further similar meetings should be held in order to ensure mutual collaboration.

## FRENCH REPUBLIC ANNIVERSARY.

## SOCIALIST ISSUE PROHIBITORY MANIFESTO.

## PARIS, August 31st.

The Council of the Executive Federation of the Socialist Party, in the name of the Council of the French Republic, has issued a manifesto.

## RECORD TONNAGE.

## OUTPUT OF CLYDE SHIPYARDS.

## LONDON, August 31st.

There has been a record output of tonnage in the past eight months of 1920 in the Clyde shipyards, namely, 139 vessels aggregating 430,000 thousand tons. The August total was 24 vessels of 90,000 tons.

## IRELAND'S TROUBLES.

## IS KILLED; 300 INJURED.

## LONDON, August 31st.

Yesterday's rioting in Belfast, was the worst in its history. The casualties now total 18 killed and 300 seriously injured. The curfew law has been introduced.

## AMERICAN WOMEN'S TREASON.

## WASHINGTON, August 31st.

Three women sympathizers with the cause of Ireland visited Mr. Mainbridge Colby and asked him to protest to the British Government against the imprisonment of the Lord Mayor of Cork.

Mr. Colby said that he would take the request into consideration.

One of the members of the delegation declared that unless an immediate answer were given, the Administration would lose the entire Irish American vote.

Mr. Colby replied that he represented the American nation, not a group of citizens.

## FURTHER RIOTING IN BELFAST.

## LONDON, August 31st.

After a short respite, rioting was renewed in Belfast yesterday with increased fury. Three attempts were made to burn the Independent Labour Hall. A new feature of the disturbances is that mobs are preventing deliveries of food. Fighting is proceeding. The damage since the beginning is enormous, one claim for compensation alone being £70,000.

## GENERAL UNREST.

## LATER.

Rioting continues in Belfast with undiminished ferocity. Four persons were killed and 66 wounded to-day. Considerable damage has been done by stone-throwing. Shops have been wrecked and many business places have not opened. Military, with an armoured car, occupy York Street and troops have forced a passage through the combatants. The military at present control the situation but unrest generally prevails.

## SIR EDWARD CARSON'S APPEAL.

## LONDON, August 31st.

Sir Edward Carson has issued an appeal to the loyal citizens of Belfast to assist the authorities in quelling the disturbances, and announcing that peace negotiations are proceeding with the Government, an important statement being expected on Friday.

Meanwhile, fighting continues on an unprecedented scale.

## CASE OF LORD MAYOR OF CORK.

## LONDON, August 31st.

The Labourite M.P.s Messrs. Adamson, Thomas, Bowdler and Henderson have telegraphed to Mr. Lloyd George as follows:—The whole of organized British Labour asks you to reconsider the decision to allow the Lord Mayor of Cork to die his sufferings are greater than a lengthy imprisonment, and his death will make the Irish solution more remote. We have appealed in vain to the Home Secretary and appeal to you to do the best thing.

## JUST ABLE TO WHISPER.

## LONDON, August 31st.

The Lord Mayor's sister relates that when she visited him yesterday he was just able to whisper. He was content that his death would do more to smash the Empire than his release.

Enormous crowds gathered at the National Monument at Cork and recited the Rosary.

## BRITISH SOVIET COUNCILS.

## ESTABLISHED IN ENGLAND AND SCOTLAND.

## LONDON, August 31st.

The new Communist Party has established a Divisional Soviet Council for Yorkshire and the North-East Coast, including the Tyne.

Similar Councils have been appointed in London, the Midlands and Scotland.

## SHIPPING LICENCES.

## LONDON, August 31st.

The Shipping Controller has abolished the licence of British shipping, thus permitting ships to undertake any voyage.

## DEARER COAL.

## LONDON, August 31st.

In consequence of the higher railway rates operating on September 1st, the price of coal will be raised to 1/6 and 1/8.

## FAR EASTERN CABLE NEWS.

## MR. WELLINGTON KOO TO REPRESENT CHINA.

## PEKING, September 1st.

Mr. Wellington Koo is being transferred to London in order to represent China at the League of Nations.

## SUMMONING OF NEW PARLIAMENT.

## It is officially announced that the new Parliament, under the old Provisional Constitution, will shortly be called.

## END OF SINO-JAPANESE MILITARY PACT.

## As the outcome of negotiations, the Sino-Japanese Military Pact will be cancelled.

The Japanese have already agreed that the Japanese instructions of the Frontier Defence Army may be permitted to resign.

## RESTRICTIONS ON DANGEROUS DRUGS.

## LONDON, August 31st.

The Home Secretary notified that, under the Dangerous Drugs Act of 1920, commerce in opium, medicinal opium, morphine, heroin, cocaine and cocaine is prohibited, except under a licence, also the import and export of raw opium which is only allowable through the ports of London and Liverpool. All traffic in opium prepared for smoking is absolutely prohibited.

## RESULT OF BRITISH NOTE TO THE ARGENTINE.

## BUENOS AIRES, August 31st.

In reply to a Note of the British Legation, the Argentine Government has announced its willingness to sign a Convention limiting the traffic in opium and cocaine.

## COAL ABLAZE ON JAPANESE STEAMER.

## LONDON, August 31st.

Lloyd's Agents at Alexandria report that coal discharged from the Japanese steamer *Shanpei Maru* was found to be adulterated.

## KWAZAN MARU RELOADED.

## LONDON, August 31st.

Lloyd's Agents at Salamina say that the Japanese steamer *Kwazan Maru*, which was stranded on August 29th, has been reloaded after discharging 300 tons of cargo which was apparently undamaged.

## NEW PROFESSOR OF CHINESE.

## LONDON, August 31st.

The Missionary Dr. Hopkin fees is not returning in China for reasons of health, and has accepted the chair of Chinese in the London University.

## JAPANESE IMMIGRATION TO UNITED STATES.

## WASHINGTON, August 31st.

The Japanese Ambassador and Mr. Bainbridge Colby, Secretary of State, conferred on the question of the Japanese immigration, about which Mr. Stevens, Governor of California, recently addressed the State Department.

After the conference, Mr. Colby expressed the hope that an early settlement satisfactory to all sides will be reached.

Whilst the conference was informal in the sense that neither the Ambassador nor the Secretary of State were acting under specific instructions, it is stated that the entire question was thrashed out.

## SITUATION IN MESOPOTAMIA.

## ARABS PREACH HOLY WAR.

## LONDON, August 31st.

Another War Office communiqué states:—The situation in the Mesopotamian area, namely between the Lower Tigris and the lower Euphrates, grows more ominous. A violent feud is being preached. The situation around Samarra also causes anxiety. Movements of 'rebel' bands have been observed and renewed attacks are expected. Fifteen hundred tribesmen attacked Hilla on August 30th, but were repulsed with heavy casualties.

There has been a recurrence of sabotage against the Baghdad-Baghdad Railway, and it is reported that Government officials have been molested east of Baghdad. The construction of the railway from Baghdad to Basra has been begun.

## THE STRIKE BALLOT.

## LONDON, August 31st.

The miners' ballot, the figures of which are still incomplete, total over 400,000 for a strike and 130,000 against a strike. The requisite two-thirds majority for a strike has, therefore, been provided but, in view of the reluctance among other Trade Unions to support a strike, there is a possibility that a way out will be found before September 4th, when the strike notices are to be handed in.

Important developments are expected tomorrow when the Triple Alliance Unions, and the Railwaymen and Transport Workers will decide the extent of their co-operation with the miners.

## FRENCH LABOUR AND BOLSHIEVISM.

## PARIS, August 31st.

There seems a possibility of a split in the French General Labour Confederation on the question of Bolshevism. The Secretary, M. Jouhaux, at a meeting of the Confederation on Tuesday evening, said:—We recognise the right of France and even Lenin to interfere in our affairs.

## UNIVERSITY OF HONGKONG.

## SENIOR LOCAL EXAMINATION.

## JULY, 1920.

## HONGKONG BOYS.

## 103—Ho Ching, St. Paul's College.

## 104—Ho Wang Ching, St. Paul's College.

## 105—(a) Wei Wang Kai, Diocesan Boys' School.

## 106—(a) Chai, Kek Chung, Ying Wah College.

## 107—(a) Chai, Kek Chung, Ying Wah College.

## 108—Chung Kong Char, Ying Wah College.

## 109—Lau Ronald Cropley, Kowloon British School.

## 110—(a) William Haughton, Thomas Haughton School.

## 111—(a) Victor Fajioz Vicaire, Thomas Haughton School.

## 112—(a) Sung Ling Shu, St. Francis Xavier's College.

## 113—(a) Distinction in Arithmetic.

## 114—(a) Distinction in Arithmetic.

## 115—(a) Distinction in Arithmetic.

## 116—(a) Distinction in Arithmetic.

## 117—(a) Distinction in Arithmetic.

## 118—(a) Distinction in Arithmetic.

## 119—(a) Distinction in Arithmetic.

## 120—(a) Distinction in Arithmetic.

## 121—(a) Distinction in Arithmetic.

## 122—(a) Distinction in Arithmetic.

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## 128—(a) Distinction in Arithmetic.

## 129—(a) Distinction in Arithmetic.

## 130—(a) Distinction in Arithmetic.

## 131—(a) Distinction in Arithmetic.

## 132—(a) Distinction in Arithmetic.

## 133—(a) Distinction in Arithmetic.

## 134—(a) Distinction in Arithmetic.

## 135—(a) Distinction in Arithmetic.

## 136—(a) Distinction in Arithmetic.

## 137—(a) Distinction in Arithmetic.

## 138—(a) Distinction in Arithmetic.

## 139—(a) Distinction in Arithmetic.

## 140—(a) Distinction in Arithmetic.

## 141—(a) Distinction in Arithmetic.

## 142—(a) Distinction in Arithmetic.

## 143—(a) Distinction in Arithmetic.

## 144—(a) Distinction in Arithmetic.

## 145—(a) Distinction in Arithmetic.

## 146—(a) Distinction in Arithmetic.

## 147—(a) Distinction in Arithmetic.

## 148—(a) Distinction in Arithmetic.

## 149—(a) Distinction in Arithmetic.

## 150—(a) Distinction in Arithmetic.

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## 189—(a) Distinction in Arithmetic.

## 190—(a) Distinction in Arithmetic.

## UNIVERSITY OF HONGKONG.

## SENIOR LOCAL EXAMINATION.

## JULY, 1920.

## HONGKONG BOYS.

## 367—Baby Ramjaha, Italian Convent.

## 368—Baby Ramjaha, Italian Convent.

## 369—Baby Ramjaha, Italian Convent.

## 370—Baby Ramjaha, Italian Convent.

## 371—Baby Ramjaha, Italian Convent.

## 372—Baby Ramjaha, Italian Convent.

## 373—Baby Ramjaha, Italian Convent.

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## 380—Baby Ramjaha, Italian Convent.

## 381—Baby Ramjaha, Italian Convent.

## 382—Baby Ramjaha, Italian Convent.

## 383—Baby Ramjaha, Italian Convent.



## NEW ADVERTISEMENTS

## NOTICE OF REMOVAL

WE have REMOVED our Office to No. 33, Queen's Road Central, Second Floor, Room No. 17.  
RIBBON, SON & CO.  
1419

## FOR SALE

BROADWOOD PIANO (tropical) in excellent condition. Owner leaving Colony.  
Apply—  
Box No. 1490,  
Care of "Daily Press" Office  
[1490]

## NOTICE

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

## NOTICE TO SHAREHOLDERS

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on TUESDAY, the 21st day of SEPTEMBER, 1920, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1920.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 31st September, 1920, both days inclusive.

By Order,  
M. MANUE,  
Secretary.

Hongkong, September 1st, 1920. [1491]

## DANCING

AILEEN & DORIS WOODS.  
PLAN to return to Hongkong at the end of SEPTEMBER to resume their instruction in the most up-to-date.

## AMERICAN BALL ROOM DANCING

Recognized as the finest Teachers out East.

Perfect and Rapid Instruction guaranteed.

Full details later. [1422]

## NOTICE TO CONSIGNEES

SS "ECUADOR" VOY. 15-OUT  
FROM SAN FRANCISCO, via HONOLULU,  
JAPAN PORTS, SHANGHAI, AND  
MANILA

THE above-mentioned vessel, having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk. Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Sept. 7th, at 10 a.m. and Sept. 8th, at 10 a.m. All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 8th, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
Hotel, Managers.  
Hongkong, August 31st, 1920. [1423]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

## NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE

THE Steamship  
"FOOKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by Sept. 7th will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
Hongkong, September 1st, 1920. [1424]

A. G. DA ROCHA,  
AUCTIONEER, SURVEYOR AND  
GENERAL BROKER

Queen's Road Central, Telephone No. 2332.  
WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT HOUSEHOLD FURNITURE.

## INTIMATIONS

## NOTICE

WE have this day established ourselves as Consulting Engineers and Surveyors.  
DESP. & MAY,  
12, Upper Street,  
Hongkong, September 1st, 1920. [1408]

## NOTICE

MR. CHARLES ALBERT BARNES-  
KAY, BROOKER, has been admitted a Partner in our Firm as from April 1st, 1920. The name of the Firm will remain unchanged.  
PENTREATH & CO.,  
Hongkong, August 30th, 1920. [1398]

## NOTICE

THE FRENCH CONVENT SCHOOL at  
Caneway Bay re-opens on MONDAY,  
SEPTEMBER 6th.  
Rev. MOTHER SUPERIOR,  
St. Paul's Institution. [1407]

## NOTICE

THE GREEN ISLAND CEMENT CO., LTD.

A N INTERIM DIVIDEND of Fifty Cents per Share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be Payable on and after THURSDAY, 17th SEPTEMBER, 1920, at the Office of the Company, where Shareholders are requested to apply for Warrants. The REGISTER OF SHARES of the Company will be CLOSED from 8th to 16th SEPTEMBER, 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, August 31st, 1920. [1413]

## NOTICE

HONGKONG HOTEL COMPANY, LIMITED.

A N INTERIM DIVIDEND of 35 pence per Share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be Payable on and after TUESDAY, SEPTEMBER 14th, 1920, at the Office of the Company, where Shareholders are requested to apply for Warrants. The REGISTER OF SHARES of the Company will be CLOSED from 7th to 14th SEPTEMBER, 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
J. E. TAGGART,  
Manager.  
Hongkong, August 31st, 1920. [1401]

## WISMAN LIMITED.

## NOTICE TO SHAREHOLDERS

THE SIXTEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office 14, Des Vaux Road, Central, Hongkong, on MONDAY, 20th day of SEPTEMBER, 1920, at 12.30 o'clock in the afternoon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1920.

The TRANSFER BOOKS of the Company will be CLOSED from 15th to 20th September, 1920, both days inclusive.

By Order,  
D. K. KHARAS,  
Secretary.  
Hongkong, August 31st, 1920. [1419]

## T. AGENTS.

## INCREASE IN TRANS-PACIFIC FARES

EFFECTIVE on and after the 16th September, 1920, for all sailings on and after that date, First and Second Class, and First Class, Mails, fares from Oriental Ports to Pacific Port of steamers destination in Canada or the United States and Hawaiian Islands are increased twenty per cent.

Increase applies to all fares named whether for ordinary, special or suite accommodation. Passengers who have made deposit securing passage will be protected at old fare for sailings up to 31st December, 1920, provided balance of passage money is paid by 15th September, 1920.

CANADIAN PACIFIC OCEAN SERVICES, LTD.  
CHINA MAIL STEAMSHIP CO.,  
NIPPON Yusen Kaisha,  
PACIFIC MAIL STEAMSHIP CO.,  
TOYO Kisen Kaisha.  
Hongkong, August 24th, 1920. [1396]

## ST. JOHN'S CATHEDRAL.

## ORGAN RECITAL

MONDAY,  
SEPT. 6th,  
8.15 p.m.

[1425]

## PREPAID WANTED ADVERTISEMENTS

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of  
\$1.00 FOR THREE INSERTIONS.

If they do not exceed 25 words in length and are prepaid.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this heading must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

## Letters are lying at this Office for

Box No. P. Q. AD. AP.

WANTED—Position by an EXPERIENCED BOOKKEEPER, employed at present well convenient in accounting and General Office Work. Good References. Moderate Salary expected. Apply Box A.K. Daily Press Office. [134]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE CERTIFICATE No. 1004 for one silver share No. 100 now converted into 5 gold shares in this Society standing in the name of GEORGE BARNES ALDRIDGE of Alexandria has been LOST and if at the expiration of one month from the date hereof the above document be not forthcoming the said certificate will be deemed cancelled and of no effect, and a certificate for the 5 gold shares will be issued in its stead by the Society.

PAUL LAUDER,  
General Manager.  
Hongkong, August 14th, 1920. [1336]

## WANTED.

WANTED by firm of Solicitors in Hongkong a SHORTHAND-TYPIST. Apply by letter to Box No. 1408. Care of "Daily Press" Office. [1408]

## WANTED.

A N ELECTRICAL or MARINE Engineer is required as a Shift Engineer at the General Engineering and HONGKONG ELECTRIC CO., LTD., North Point. Apply in writing accompanied by details of experience and copies of testimonials to—  
The Manager,  
HONGKONG ELECTRIC CO., LTD.,  
St. George's Buildings. [1354]

## WANTED.

WANTED position by an experienced Report man who is also well acquainted with Pictographs and General Imports. Able to correspond in the most important commercial languages; perfect knowledge of Chinese. Can bring good Foreign connections. No objection to outposts.  
Apply—  
Box 1355,  
Care of "Daily Press" Office. [1355]

## WANTED.

A GODOWN of about 4,000 square feet of floor space on or near the Water Front. Apply to—  
P. O. Box No. 5. [1393]

## GODOWN.

WANTED: To rent or if necessary to buy a Spacious Godown facing the water front at West Point or Wharves.  
Reply to—  
Box 1280,  
Care of "Daily Press" Office. [1380]

## BRITISH CONGRESSION.

## SHAMKIN-CANTON.

FOR SALE LOT No. 62, immediately behind the Kowloon Cemetery, with an area of 12,645 square feet, measuring 90 x 104 1/2 feet, frontage to road which is adjacent to Western Exit leading to Queen's Road, to Shamkai Railway and Grand Trunk Line to Hankow, now in construction.

Apply to—  
HERBERT JEST & CO.,  
[1371]

## FOR SALE

LAND at Kowloon, about 14,946 square feet, in a very desirable position for European dwellings.

For full particulars apply to—  
LINTHARD & DAVIS,  
Alexander Buildings,  
Hongkong. [1385]

## FOR SALE

NEW and COMPLETE PLANT including Willey Table for crushing and concentrating Ore. Just arrived.  
For particulars apply—  
CARVALLO & COMPANY,  
Machinery Department. [1396]

## FOR SALE

NO. 1 STEWART TERRACE, 87 1/2 Feet.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexander Buildings. [1391]

## INTIMATION

It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

WATSON'S  
E  
WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellowness, character and fine flavour—Forty years reputation.

A. S. WATSON & CO., LTD.

## WINE AND SPIRIT MERCHANTS.

Established 1841.

## BIRTHS.

BLOOMFIELD.—At Swallow, on August 31st, to Mr. and Mrs. J. A. BLOOMFIELD, a daughter. [1419]

LAMBERT.—At No. 7, Broadwood Road, to Mr. and Mrs. L. E. LAMBERT, a daughter. [1418]

WOLF.—On August 30th, at Foochow, to the wife of G. M. M. D. WOLF, of the Asiatic Petroleum Co. (South China) Ltd., of a daughter. [1417]

## ACKNOWLEDGMENT.

Mr. and Mrs. J. M. NOLAN, and family desire to thank all friends for their kind sympathy in their recent sad bereavement and for floral tributes sent to the funeral of their dear daughter MAURA. [1416]

Hongkong Office: 104, Des Vaux Rd., C. London Office: 131, Finsbury Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 2nd, 1920.

## THE MERCHANT SHIP.

"The liner she's a lady," wrote Kipling many years ago and he explained that "the man-of-war's her husband." But the purpose of his poem was to remind his readers that, after all has been said concerning the beauty of the liners and the need of war, it is upon the cargo-carrying merchant ship that the people of Great Britain depend for the supply of many of their daily wants. In this Colony, particularly, we are interested in shipping. Therefore, even LLOYD's statistical tables can be made to give us instructive information. We may note first the growth in the size of the ocean-going steamship. From 1860 until 1880 there was apparently only a very small increase in the average size of British steamships engaged in carrying overseas. The average tonnage in the four decades ending in 1880, 1880, 1870, and 1860 has been given in round numbers as one thousand six hundred, one thousand five hundred, one thousand four hundred, and one thousand three hundred tons. But after 1880 it becomes evident that larger vessels were being built, and it is clear that there was this tendency in shipbuilding in Great Britain right down to the outbreak of the war. Thus, in the year 1900, the average net tonnage of British steamships was 2,000, and in 1910 it was 2,500. It is rather surprising to find that although there had been such a great increase in the average tonnage, the average speed had remained almost stationary. Sir Norman Hill, in a recent paper on this subject read before the Institution of Naval Architects, shows that about ten years ago he examined the records concerning the average speed of steamships of the British Mercantile Marine with great care and he came to the following conclusions: In 1894 the average speed of all vessels of twelve knots and upwards was 13.9 knots, and in 1904 the average speed was 14 knots. Including all steam vessels belonging to the United Kingdom—above and below 12 knots—there was an increase of speed over the same period of from 10.4 knots to 11 knots. Although the speed of certain vessels famous in the eyes of the public, such as the *Titanic* or the *Lusitania*, is greatly talked about, yet the statistics show that the number of these fast passenger lines is limited and that their very high speed has but very little effect on the general average. Sir NORMAN HILL gives it as his considered opinion that during the last thirty years the average speed of steamships of the British Mercantile Marine has only increased by about half a knot, which appears to be an increase of only about four per cent. Although he does not say so, we may assume that there has been a considerable increase in economy of the coal used. We might also note the comparatively recent introduction of oil fuel in the British Mercantile Marine and we suppose that there has been some economy as a result. The cost of running a ship, however, does not depend only on the cost of the fuel consumed. Under modern conditions a ship spends about one half of its life at sea under steam, and the other half is spent in port, loading and discharging cargoes and undergoing necessary repairs.

Since the *Titanic* disaster great attention has been given to the problems of safety at sea, and although we are still waiting for the unsinkable ship, there can be no doubt at all that ocean travelling is now ever so much more safe than it was only a few years ago. We have only to remind the reader of the universal use of wireless telegraphy in order to show that new inventions have greatly improved the chances of safety at sea. From the ship-owners' point of view, after safety comes next in importance the sum of the cargoes that a ship can carry during her life time. It is generally assumed that the life time of a merchant vessel is 25 years. Then she passes into the hands of the ship breaker. Therefore the great problem is to carry a maximum cargo a maximum distance in about 25 years. If we accept the statement that any increase of speed at sea is unlikely, then the only method of effecting improvement is to decrease the time in port. This question of loading and unloading cargoes is receiving great attention. One modern tendency has been to reduce the number of ports of call for a ship on a long voyage. We have not yet reached the stage when a vessel runs without a stop from London to Hongkong. For coaling delay is essential. Ships from Europe calling at this port leave cargo for Canton, Amoy, or other places served by coasting vessels. The real economy in time that will be effected will come from improvements in the mechanical devices for handling this cargo, unless facilities for rapidly berthing the ships can also be improved. The enormous growth in the size of the merchant fleets of other nations will stimulate competition. It may seem rather unfair that while the British Empire was utilizing all its energies and vast resources to fighting and winning the war, other nations were employed in building merchant ships to compete with our own. However, we have to take the facts as we find them, and it is no use whining about the past. We believe that the ingenuity and tenacity of the British nation will finally triumph in the struggle for the ocean-carrying trade of the world.

Seventy-three men of the Chinese Labour Corps arrived from France, yesterday by the *Argyll*.

The ex-Austrian Consulate at Tientsin and the Legation and grounds in Peking are advertised for sale in a Northern paper.

Private messages which have reached the Colony indicate that the typhoon which has passed over the Philippines has done considerable damage.

A motion for leave to appeal to the Privy Council in connection with the *Katy Ho* case, heard before the Court of Appeal a few weeks ago, will be made on Friday before two Judges.

A Chinese accidentally fell overboard from a ship, yesterday, and was rescued by the crew of a passing launch.

The new Mexican Consul (M. Gullindo Bouge), his wife and daughter, who were injured in the motor-car accident at Aberdeen some time ago, leaving with the Chilean Consul, have now completely recovered. They left the Hospital on Tuesday and are in residence at the Astor House Hotel.

With the appointment of a new Finance Secretary to the Government of India no doubt is entertained that Mr. M. M. Gubbay has severed his connection with the Government of India for commerce and has accepted the position of manager of the new P. & O. Banking Corporation, which has for one month been placing notices over Mr. Gubbay's signature as General Manager.

An extraordinary general meeting of the Singapore Engineering Company, Limited, was called for to-day, (September 2nd), for the purpose of considering resolutions that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that the Company be wound up accordingly; also that Messrs. H. C. Hogan and W. Webster be appointed liquidators.

The Misses Woods, who are now in Japan, announce that they will resume their dancing lessons in Hongkong at the end of the present month. They were exceptionally successful on the occasion of their last visit to the Colony and hope to meet with similar success in the coming winter through the warm recommendation of the former pupils. They will be singing, playing, and performing, with all the very latest steps.

Mr. Maurice E. Bandman writes to the *Nudge*: "I have been brought to my notice that persistent rumours are being circulated in London to the effect that I have disposed of my theatrical interests in India and the Far East. I should be grateful if you would allow me, through the medium of your paper, to give a complete denial to this statement. My theatrical enterprises in Egypt, India, and the Far East are being carried on as heretofore, and no one has any authority to back artists or attractions, as performing under my management or in conjunction with me, unless duly authorized by me or my accredited agent."

## THREE TYPHOONS.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 4.45 p.m. yesterday.

Cyclone or typhoon E.N.E. of Manila moving E.N.E.

Cyclone or typhoon W. of Balingiang Channel, moving north-eastward.

Cyclone or typhoon E.S.E. of Naha moving N.

## FIGHTING IN KWANGTUNG.

## AN OFFICIAL REPORT.

The headquarters of the Chief of Staff of the Military Governor has communicated the following to the *Canton Times*.

Regimental Commander Lin reports Luchang, August 27th, that at one o'clock that day a battle was fought near Tiching, the administrative or Kwangtung forces defeating those of General Chen Chiang-ming, killing and wounding several hundred, and capturing about 100 Cantonese.

General Liu Tak-hing of the administrative force is holding more advantageous positions in Peking than the Cantonese troops.

Disension is prevalent in the Cantonese Army in Swatow because of opposition to the appointment of Hsing Shieh and Chen Li as Defense Commissioners, and Chen Li as Defense Commissioner, and Chen Li as Defense Commissioner, and Chen Li as Defense Commissioner.

Because of lack of cash and the over-issue of military notes, there is much dissatisfaction in territory being occupied by the Cantonese troops. General Chen is said to be enlisting bandits for his army.

The Northern and the Yangtze Tachans have denounced General Chen for declaring war against his own constitutional province.

The reports of the Cantonese army now entering the province and the like are all false.

## TORRETO THE SCHOOL CHAMPIONS.

The Scottish Public School's Champion ship for 1920 has been won by Loreto School without a defeat. They successively beat George Watson's College, Edinburgh Academy, Merchiston Castle School, and drive with Fettes College. The match with Glenalmond had to be abandoned.



That story about the fabulous wealth at Calouste's awaiting claim by descendants of shareholders in a Portuguese Marine Insurance Association which was wound up in 1890 still continues. I was to go the rounds of the papers. According to a

RODERICK RANDON.

The Magistrate enquired their names and the defendants gave them as No. 19, 23 and 15, respectively.

In reply to the Magistrate, the Inspector said that there was no previous conviction against any of them.

The Magistrate ordered each of the defendants had labour on the first day, the defendants and two weeks and 15 pounds on the third.

that right

1. 1990年12月15日，在北京市召开的“中国城市住房制度改革工作会议”上，江泽民总书记发表了重要讲话，指出：“住房制度改革是城市改革的重要内容，是建立社会主义市场经济体制的重要组成部分。要下决心、有信心、有决心、有勇气，坚定不移地推进这项改革。”

## Gent's Outfitting Section